

THE MASTER JUMPMaster UPDATE

Visit our Website: WWW.BRAGG.ARMY.MIL/AAS **JANUARY 2005**

CHANGES TO THE JMPI SEQUENCE COMMANDER'S RESPONSIBILITIES

CPT SULLIVAN
USA AAS COMMANDER

Recently, the United States Army Advanced Airborne School (USA AAS) updated its accreditation with the United States Army Infantry Center (USAIC), the service proponent for static line airborne operations. As part of this process, the USA AAS and USAIC worked together to resolve the numerous differences that existed between the local techniques and procedures taught at Fort Bragg and the techniques and procedures taught at Fort Benning. At the beginning of the process, there existed 38 significant differences between the procedures taught at Fort Bragg and the procedures taught at Fort Benning. In order to align the procedures executed at each location, two minor changes need to be made to the procedures executed at Fort Bragg. Both these changes are to the Jumpmaster Personnel Inspection.

It is every Commander's responsibility to ensure the changes to the JMPI sequence are understood by all Jumpmasters in their units and on their chalks. Training must include time for talk-through demonstrations and practical applications under the unit's Master Jumpmaster. Commanders must ensure the task is trained to standard.

CHANGES TO THE JMPI SEQUENCE JUMPMaster'S RESPONSIBILITIES

SSG TRUELOVE
USA AAS INSTRUCTOR

Effective immediately there will be two changes to the sequence of inspection. These changes are the result of collaboration by the Jumpmaster Courses at Fort Bragg and Fort Benning to ensure the same sequence of inspection for JMPI. The first pertains to the inspection of the waistband and the second is the inspection of the hook pile tape lowering line from the point where it is attached to the X configuration on the rear of the ALICE pack.

It is every jumpmaster's responsibility to implement and enforce these changes for all airborne operations. Specific changes are annotated in bold print. We will first concern ourselves with the proper inspection of the waistband. You will conduct your normal sequence of inspection until your right hand is underneath the metal adjuster on the waistband and the left index finger and middle finger are inserted from top to bottom into the two to three finger quick releases.

SEE FIGURE 1 BELOW.



FIGURE 1

Now remove the index finger and middle finger of your left hand from the quick release in the waistband and with the index finger and thumb of the left hand secure the waistband where it re-emerges out of the metal adjuster of the waistband adjuster panel.

SEE FIGURE 2 BELOW.



FIGURE 2

Trace the waistband until your fingers fall off the end ensuring that the waistband has not been misrouted through both vertical metal bars or any other item of equipment.

SEE FIGURE 3 BELOW.



FIGURE 3

Now place the left hand back into the left carrying handle of the reserve parachute with the fingers spread and continue your normal sequence of inspection with the waistband adjuster panel.

We will now discuss the proper inspection of the hook pile tape lowering line beginning where it is girth hitched to the X configuration on the rear of the ALICE pack.

Form a fist with your right hand with the index finger exposed. Place the index finger of your right hand on the girth hitch and visually inspect to ensure the girth hitch of the hook pile tape lowering line is properly routed from north to south and not east to west to the X configuration formed by the equipment retainer straps.

SEE FIGURE 4 BELOW.



FIGURE 4

Now place the index finger of the right hand on the hook pile tape lowering line to the right of the girth hitch and begin tracing the hook pile tape lowering line insuring that it is routed over the left shoulder carrying strap.

Continue to trace the hook pile tape lowering line until you make contact with the first set of hook pile tabs. Insure the hook pile tabs are secured properly and no S-folds of the hook pile tape lowering line are protruding from the ends of the retainer flap.

Continue to trace down the hook pile tape lowering line and inspect to insure that there are no large holes, rips or tears and that it is secured to the tubular portion of the ALICE pack frame with two retainer bands, one above and one below the horizontal frame support.

Continue tracing the hook pile tape lowering line until contact is made with the second set of hook pile tabs, and insure they are properly secured and no S-folds of the hook pile tape lowering line are protruding from the end of the retainer flap.

SEE FIGURE 5 BELOW.



FIGURE 5

Continue to trace the hook pile tape lowering line with your right index finger until it disappears behind the one ply of reinforced nylon webbing on the nylon duct M1950 weapons case. Leaving the right hand in place route your left hand over your right forearm and secure the trail edge of the M1950 weapons case and pull it forward.

SEE FIGURE 6 BELOW.



FIGURE 6

With the right index finger continue your inspection of the hook pile tape lowering line on the backside of the one ply of reinforced nylon webbing on the nylon duct M1950 Weapons Case and trace it up to its point of attachment.

SEE FIGURE 7 BELOW.



FIGURE 7

Once the hook pile tape lowering line has been traced to its point of attachment, look at the ejector snap to insure the opening gate is facing the jumper's body. With the right thumb press in on the activating lever to insure that it is properly seated over the ball detent and free of all foreign matter. Turn the ejector snap $\frac{1}{4}$ turn to the outside of the jumper to insure the small tooth is present. Visually inspect the yellow safety lanyard to insure that it is serviceable.

SEE FIGURE 8 BELOW.



FIGURE 8

Move in front of the jumper and issue the command of **squat** and continue on with the normal sequence of inspection.

**REVISIONS OF TM 38-250
PREPARING HAZARDOUS
MATERIALS FOR
MILITARY AIR SHIPMENT
SFC SUMMERS
USA AAS INSTRUCTOR**

The Air force has updated their manual AFJMAN 24-204 (TM 38-250) to certify hazardous materials. The new date on the manual is 12 OCT 04. The manual can be downloaded on the 82d ABN DIV G-3 web site and on the AAS web page or at [HTTP://AFPUBS.HQ.AF.MIL](http://AFPUBS.HQ.AF.MIL). When you go to the AF web page you need to type AFMAN 24-204 in the short title

The changes made throughout the manual are:

1. All tables in "**portraits**" view
2. Changed format of packaging paragraphs to be consistent with attachment 5
3. No bullets
4. Changed the font
5. All changes marked in the margin.

The changes to Chapter 1 are:

1. Added marking boards (para 1.13.7)

The changes to Chapter 2 are:

1. CAA's changed wording to clarify purpose of two types (para 2.5)
2. Has class CAA's/ approvals with packaging requirements(para 2.5.2)
3. Requesting CAA's(para 2.5.3)

The changes to Chapter 3 are:

1. Added requirements to validate Chapter 3 throughout USTRANSCOM (para 3.2)
2. Clarified requirements for Jerricans (para 3.7)

3. Clarified drain/ purge requirements for bulk fuel (para 3.7.9)
4. Closure instructions (para 3.1.5)

The changes to Attachment 1 are:

1. Reworded/added definitions
2. Exceptions from packaging paragraphs
3. Compliance with technical directives (para A3.1)
4. General requirements for leak containment (para A1.3.4)

The changes to Attachment 3 are:

1. Marking/labeling requirements for overpacks (para A3.2.3)
2. "Leaker List" from Attachment 28 (para A3.2.4)
3. Allows foreign Haz Class (para A3.3.1.2)
4. Explosive components of airdrop equipment (para A3.3.1.4)
5. Excepted contractors from color coding of cylinders (para A3.3.2.6)
6. Marking/labeling requirements for overpacks (para A3.2.3)
7. New unregulated compressed gas items (para A3.3.2.8)
 - a. Shipping containers
 - b. Empty cylinders
 - c. Shock absorbers
8. Fire extinguishers (para A3.3.2.10)
9. Fire suppression bottles (para A3.3.2.11)
10. Bulk compressed gas tanks (para A3.3.2.12)
11. Combustible liquids fuel levels (para A3.3.3.1)
12. Requirements for medical wastes/ specimens (para A3.3.6)
13. Fuel levels (para A3.3.9.2)
14. Unregulated engines and fuel components (para A3.3.9.3)

The changes to Attachment 4 are

1. Table A4.1
 - a. Changed many PSN's
2. Table A4.2
 - a. Added new special provisions

The changes to Attachment 5 are:

1. Large and robust articles (A5.15.3 and A5.30.2)
 - a. Added testing requirement

The changes to Attachment 6 are:

1. Mounted fire Extinguishers (para A6.8.5)
2. Exception from venting from small containers (para A6.12.3)
 - a. 6.6 gal

The changes to Attachment 9 are:

1. New paragraph for chemical oxygen generators (para A9.12)

The changes to Attachment 10 are:

1. Diagnostic specimens/used health care products (para A10.10)
2. New paragraph for biomedical waste (para A10.11)

The change to attachment 11 is:

1. Rewritten based on 49 CFR & IATA

The changes to Attachment 13 are:

1. Exception for fuel servicing vehicles (para A13.5)
2. Batteries in containerization units (para A13.5)
3. Exception for units rigged for airdrop (para A13.5)
4. Fuel levels of containerized vehicles (para A13.5.2)

The changes to Attachment 14 are:

1. New air eligible marking (para A14.3.6)
2. "Inner packages comply with prescribed specifications"
3. Cylinders (para A14.3.8)
4. Marking boards (para A14.3.12)

The changes to attachment 17 are:

1. Shippers declaration for different UN numbers, Same PSN's (para A17.2.3)

2. shipper's declaration for secondary loads (para A17.2.9)
3. Certification requirements for kits (para A17.2.8)
4. Key 19, "Drained and Purged"
5. Key 19, Technical directives for fuel servicing vehicles (para A17.4.4.1)
6. Key 19, Identification of extra fuel (para A17.4.4.1)
7. Alternate basic description order (A17.5.2)

If you have any questions or clarification on the changes contact us at 432-5601 or 396-9023/2420. You can also contact the Air Force Service Focal Point at COM: (937) 257-4503/1984 or DSN 787-4503/1984. POC: Ms. Davis or Mr. Ferguson. The Army Service Focal Point at COM: (570) 895-6622/7070 or DSN 795-6622/7070. POC: Ms. Holt.

**Reenlistment
Tandems**
SFC Fleming
COMMITTEE CHIEF

The USA AAS All-American Free Fall Team is prepared to offer a Tandem Parachute jump as a reenlistment option for 1st term soldiers who reenlist PDA and remain in the 82D Airborne Division. Troopers will have up to one year after their reenlistment date to complete their tandem jump.

Tandem Jumping is a great way to experience the thrill of freefall skydiving with the safety of being attached to an expert parachutist. If you choose to participate, some training will be required. The entire event will only take a few hours of training to actually jump. Any questions, please contact your Battalion Reenlistment NCO or the USA All-American Freefall Team POC CPT Sullivan or 1SG Hankins at 910-432-0662/0761

ASK A JUMPMASTER

To test your JM and AMO knowledge, and stimulate conversation about airborne/air movement procedures, we will periodically publish a short quiz with questions that relate to or are about airborne/air movement procedures. Most questions will be from the ASOP or RSOP and other airborne or air movement manuals.

Some of the questions may require some imagination in researching or finding out the answer. The answers will be published in the subsequent newsletter. Good luck and if you get stuck, ask a Jumpmaster.

1. During in-flight rigging on a C130 Hercules aircraft how many additional main and reserve parachutes are required.
2. What is the maximum height that a pallet can be loaded in pallet position 12 of the KC-10A Extender?
3. What chapter in the 82D Airborne Division ASOP Edition VI provides a checklist format for incidents reporting?
4. When certifying a M998 what are the packaging instructions for a Chapter 3 move?
5. What conducting an airborne operation on a C130 Hercules aircraft under AWADS conditions what is the maximum amount of jumpers that can present?

***** Jumpmaster Bonus*****

What does the acronym **JAAP** stand for, and who comprises this element?

***** AMO Bonus*****

What attachment defines individual qualifications to accomplish the Shipper's Declaration for Dangerous Goods form?

Paratroopers desiring to take the Pre-test can find all testable nomenclature at the United States Army Advanced Airborne

School website:

WWW.BRAGG.ARMY.MIL/AAS.

Here are the Answers to last month's Master Jumpmaster Update questions:

1. What are the qualifications of the Malfunctions Officer that is part of the DZSO Party? **Corporal or above, qualified rigger from the unit providing air items.**
2. What are the two types of assembly aids for an airborne operation? **Natural and Mechanical**
3. How many Jumpmasters, safeties and current Jumpmasters must you have when conducting C-130 in-flight rigging operations? **One Primary Jumpmaster, one Assistant Jumpmaster, two Safeties, and four additional Jumpmasters throughout the stick.**
4. Define the meaning of minor and major deficiencies? **A minor deficiency is any discrepancy in the rigging or donning of the jumper's equipment that could cause injury to the jumper, or a violation of standard rigging procedures outlined in the ASOP. A major deficiency is described as any deficiency that could cause loss of life or serious injury to the jumper. Additionally, it is defined as any deficiency in the rigging of the main or reserve parachutes that would question the manner in which it was packed.**
5. What is the maximum amount of fuel that can be carried on a vehicle that will be placed on any aircraft cargo ramp? **Vehicles are limited to ½ tank of fuel.**

******* Jumpmaster Bonus*******

What information is contained in the Jumpmaster Packet? **Chalk manifest, Jumpmaster packet summary checklist, Key personnel matrix, Aircraft load plan, Landing plan, Assembly plan, Aborting instructions, Map of surrounding area, and Bump plan.**

******* AMO Bonus*******

The HAZMAT certification requirements are what for the DOT 5L Jerricans? **If it contains or has contained a flammable liquid, it must be labeled and marked on a broad and narrow side with PSN, UN Number, Class 3 Flammable Liquid label, and Flash Point. An SDDG must also accompany the shipment. If it has not contained a flammable liquid, marking, labeling and certification is not required.**

The Master Jumpmaster Update is a periodic publication produced by the Cadre of the United States Army Advanced Airborne School. Please direct any comments or questions to the Cadre of the United States Army Advanced Airborne School at (910) 396-6581/9023 or (910) 432-5601/5605 or email us at advancedairborneschool@bragg.army.mil

Commander CPT Sullivan

1SG 1SG Hankins

Jumpmaster Committee Chief
SFC Belanger

AMO Committee Chief
SFC Johnson

Tower Committee Chief
SSG (P) Rowland

Free Fall Team Leader
SFC Fleming

ALL THE WAY!